Statement-II

(Rs. in Crores)

Sl. No.	Ongoing modernization projects of Airports	Original Cost	Revised Cost	Reason for increasing the cost
1	2	3	4	5
	SILCHAR			
1	Extension of runway, acquisition of land & construction of boundary wall.	33.00	41.49	Due to change in scope of work and requirement of additional works by Indian Air Force.
	JAMMU & KASHMIR			
	SRINAGAR			
1	Expansion and modification of terminal building complex.	77.87	101.33	Increase in cost is due to change in scope of work and provision of air conditioning in terminal building, provision of under ground cable trench for heating, air conditioning pipe & cable trays, increase in area of space frame and roof sheeting etc.
	MAHARASTRA			
	GONDIA			
	Development of Airport Extension of strengthening of runway, Construction of new apron Construction of passenger lounge, control tower, fire station, staff quarters boundary wall etc.	49.83	108.00	Increase in cost due to change in scope of work. The initial approval was for runway, boundary wall and control tower works. Increased cost includes construction of passenger lounge, sub-station, diversion of approach road, acquisition of land, hangers, residential accommodation etc., which were not included in initial scope of work.
	NAGPUR			
1	Exp. & mod. of Terminal Bldg. for international operations.	43.00	79.03	Increase in cost due to increase in cost of electrical items, increase in no. of passenger boarding bridges, including civil works for rotanda (4 Nos.) for aerobridges, construction of canopy on city and air sides.

Development of Visakhapatnam and Tiruchi airports

1095. SHRI JESUDASU SEELAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Visakhapatnam airport development project has been delayed;

(b) if so, whether the proposed city side development of the airport being delayed as Defence Ministry clearance is yet to be taken;

(c) whether the delay in Visakhapatnam is likely to hold-up a similar proposal for the development of Tiruchi airport as Government planned to invite bids for both airports together;

(d) if so, the main reasons for delay; and

(e) by when the work on these projects are likely to be started and completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The development of Visakhapatnam airport was taken up in two phases. In phase-I, construction of new runway, apron, isolation bay, taxi tracks, including navigational aids, which was scheduled for completion in December 2006, was actually completed in March, 2007 and since then put to operation. In phase-II construction of a new integrated terminal building was taken up. It was to be completed in December, 2007. However, this phase is now likely to be completed by mid 2008.

(b) to (e) No, Sir. The city side development of Tiruchi and Visakhapatnam airports are planned to be taken up independently but almost simultaneously. The work will commence after the selection of private partners and completion of all the requisite formalities.

User development fee at Bangalore airport

1096. SHRI B.K. HARIPRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Bangalore International Airport Ltd. (BIAL) has proposed to impose user development fee of Rs. 675/- and Rs. 955/- for domestic and international travel respectively;

(b) whether this proposal was a part of the agreement signed between the BIAL and Government;

(c) whether independent studies show that BIAL is likely to get more passengers than what was projected at the agreement stage and that additional passenger revenue could obviate the proposed imposition of user development fee; and

(d) if so, the reaction of Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As per the provisions of the Concession Agreement entered into by Bangalore International Airport Limited (BIAL) and the Government of India (GOI), User Development Fee (UDF) can be levied by BIAL on departing international and domestic passengers. The quantum of the fee has not been specified in the Concession Agreement, and the fee is to be determined at a level which would enable BIAL to recover its cost. Pursuant to the above provision of Concession Agreement, BIAL had proposed to levy a UDF of Rs. 675/- and Rs. 955/- on departing domestic and international passengers respectively. The proposal of BIAL is under examination. BIAL has been advised by the GOI that pending finalisation of the final audited project cost, BIAL may levy ad-hoc UDF only on the departing international passengers and not on the domestic passengers. Once the final audited project cost is received from BIAL, the Government would fix the UDF to be charged.